

# LOCAL AND GENERAL MARKET REPORTS

## MARKET ACTIVE AND GENERALLY STRONG

### Prospects for Growing Crops a Large Factor in Situation

### UNION PACIFIC IN THE LEAD

### Stock, With Atchison and St. Paul, Holds Net Gain at the Close.

### AMALGAMATED IN DEMAND

### Copper, After Depression in the Early Dealings, Recovers on Covering of Shorts—Leading Issues Much Improved—Last Figures Near to the Top

NEW YORK, July 14.—The satisfactory prospects for the growing crops, particularly for corn, resulted in a fairly active and generally strong market for stocks today.

At the moment lenders of money are indisposed to tie up their funds for long periods, hence the comparative ease of the call money market and the firmness of the market for time loans and commercial paper. In other words, bankers are inclined to feel that they, particularly as Chicago and New Orleans have made unusually early demands for currency upon this center.

### Demand Falling Off.

The demand from Chicago shows signs of diminution, and at the same time shipments from that point to other interior points are falling off. To this extent the domestic situation is less unfavorable than a week ago. At the same time the fact must not be overlooked that the corner in July corn contains a serious element of danger which would become an actuality should the operators who are short on July options succeed in securing enough of the cereal to make deliveries.

At the moment the various possibilities referred to seem to be ignored in the stock market. The dealings in stocks today were considerably above the average of the last week or two, with Union Pacific leading in respect to activity, and Atchison common, which was second, enjoying the greatest net advance. That stock closed 2 1/2 per cent higher than on Saturday, while Union Pacific scored a net gain of 1 1/2 per cent.

### St. Paul Holds Gains.

St. Paul, which made the third largest contribution to the total transactions, closed 2 1/2 points higher. There was no new affecting the market for any of these shares, other than the crop and weather reports. The movements in them, may, therefore, be regarded as reflecting increasing confidence in the earnings of the several companies during the current crop year.

Missouri Pacific, which was fourth with respect to activity, was fairly strong in the early dealings, but subsequently reacted more than a point on profit taking. This movement was natural in view of the recent sharp advance in the price.

In the afternoon it more than recovered the early decline, and a slight reaction at the close left the price up to that of Saturday noon. Other railway issues, that received noteworthy attention was Southern Pacific, Atchison preferred, Reading and Pennsylvania. The fluctuations in these, however, except the first named, were comparatively narrow.

There was a revival of interest in the St. Louis Southwestern shares, especially in the common, that resulted in a net decline of nearly 3 points. The preferred also was exceptionally strong.

### Wabash Close Higher.

On light transactions the Wabash stocks, which are based upon a most important part of the proposed Gould transcontinental system, closed nearly a point higher. Less active issues that enjoyed material net gains were Chicago and Northwestern, Colorado and Southern common and second preferred, Denver and Rio Grande issues, Illinois Central, M. & T. common and preferred, P. C. and St. Louis, and Texas and Pacific.

Reading issues were in somewhat better demand because of the indications that a strike of the bituminous coal miners will not be ordered and that immediately following the adjournment of the convention efforts will be made to resume operations in the anthracite region.

### Colorado Fuel Up.

The price in Colorado Fuel advanced the price of that stock on the purchase of less than 75,000 shares. Fuller construction opinion was fairly active and with the preferred closed three-quarters of 1 per cent higher than on Saturday. Other noteworthy advances were in general Electric, North American Preferred, Steel Car Preferred and Western Union. Sugar Refining and the Steel stocks were practically neglected and fluctuated within very narrow limits. Of the local traction stocks Manhattan Railway was the feature and Brooklyn Rapid Transit moved in sympathy with it. Neither retained their maximum improvement.

### Bond Dealings Larger.

There was increased dealings in bonds, owing chiefly to the larger transactions in Union Pacific convertible four. On the curb there was unusual activity in Manhattan.

Northern Securities at an advance of 3/4 at the close and Montreal and Boston

Copper were other noteworthy active securities. The close was well up to the best figures.

### New York Stock Exchange, July 14.

Symbol	High	Low	Last	Chg.
Amal. Copper	83 1/2	82 1/2	83 1/2	+ 1/2
Amer. Bicycle	6 1/2	6 1/4	6 1/2	+ 1/4
Am. Car & F.	32 1/2	32 1/4	32 1/2	+ 1/4
Am. C. & P.	90	89 1/2	90	+ 1/2
Am. Smelting	47 1/2	46 1/2	47 1/2	+ 1/2
Am. Steel	98 1/2	98 1/4	98 1/2	+ 1/4
Am. Sugar	128 1/2	127 1/2	128 1/2	+ 1/2
Anacosta	98 1/2	98 1/4	98 1/2	+ 1/4
Atchison	87 1/2	87 1/4	87 1/2	+ 1/4
Atchison P.	101 1/2	100 1/2	101 1/2	+ 1/2
Balt. & Ohio	107 1/2	107 1/4	107 1/2	+ 1/4
Blk. Rap. Tr.	67 1/2	67 1/4	67 1/2	+ 1/4
Can. Pac.	135 1/2	134 1/2	135 1/2	+ 1/2
C. P. 2d P.	120 1/2	119 1/2	120 1/2	+ 1/2
Ches. & Ohio	49 1/2	49 1/4	49 1/2	+ 1/4
Chi. & Alton	28 1/2	28 1/4	28 1/2	+ 1/4
Chi. & Alton P.	75 1/2	75 1/4	75 1/2	+ 1/4
Chi. & West.	39 1/2	39 1/4	39 1/2	+ 1/4
Chi. Ind. & L.	76 1/2	76 1/4	76 1/2	+ 1/4
Chi. M. & St. P.	182 1/2	181 1/2	182 1/2	+ 1/2
C. M. & St. P. P.	192 1/2	191 1/2	192 1/2	+ 1/2
Chi. N. W.	255 1/2	254 1/2	255 1/2	+ 1/2
C. R. I. & P.	183 1/2	182 1/2	183 1/2	+ 1/2
C. & C. S.	109 1/2	108 1/2	109 1/2	+ 1/2
Col. F. & C.	91 1/2	90 1/2	91 1/2	+ 1/2
Col. South.	32 1/2	32 1/4	32 1/2	+ 1/4
Col. So. 2d P.	45 1/2	45 1/4	45 1/2	+ 1/4
Con. Gas.	22 1/2	22 1/4	22 1/2	+ 1/4
Del. & Hud.	175 1/2	174 1/2	175 1/2	+ 1/2
Den. & W.	43 1/2	43 1/4	43 1/2	+ 1/4
D. & R. G. P.	91 1/2	90 1/2	91 1/2	+ 1/2
Dis. of Am.	43 1/2	43 1/4	43 1/2	+ 1/4
Dis. of Am. P.	25 1/2	25 1/4	25 1/2	+ 1/4
Erie	37 1/2	37 1/4	37 1/2	+ 1/4
Erie C.	68 1/2	68 1/4	68 1/2	+ 1/4
Gen. Elec.	315 1/2	314 1/2	315 1/2	+ 1/2
Geo. A. Fuller	52 1/2	52 1/4	52 1/2	+ 1/4
Gr. Nor. P.	188 1/2	187 1/2	188 1/2	+ 1/2
Hock. Val.	88 1/2	88 1/4	88 1/2	+ 1/4
H. C. C.	185 1/2	184 1/2	185 1/2	+ 1/2
H. C. C. P.	48 1/2	48 1/4	48 1/2	+ 1/4
K. C. & S.	34 1/2	34 1/4	34 1/2	+ 1/4
K. C. & S. P.	60 1/2	60 1/4	60 1/2	+ 1/4
Louis. & Nash.	143 1/2	142 1/2	143 1/2	+ 1/2
Manhat. Con.	133 1/2	132 1/2	133 1/2	+ 1/2
Met. St. Ry.	148 1/2	147 1/2	148 1/2	+ 1/2
Nex. Cent.	128 1/2	127 1/2	128 1/2	+ 1/2
M. St. P. & S. M.	59 1/2	59 1/4	59 1/2	+ 1/4
M. & K. T.	27 1/2	27 1/4	27 1/2	+ 1/4
M. & K. T. P.	59 1/2	59 1/4	59 1/2	+ 1/4
M. Pacific	114 1/2	113 1/2	114 1/2	+ 1/2
North. P.	159 1/2	158 1/2	159 1/2	+ 1/2
North. P. P.	37 1/2	37 1/4	37 1/2	+ 1/4
No. Am. Co.	128 1/2	127 1/2	128 1/2	+ 1/2
Pac. Mail	40 1/2	40 1/4	40 1/2	+ 1/4
Pennsylvania	154 1/2	153 1/2	154 1/2	+ 1/2
Poo. Gas. of Chi.	101 1/2	101 1/4	101 1/2	+ 1/4
P. C. & St. L.	87 1/2	87 1/4	87 1/2	+ 1/4
Press. St. C. P.	86 1/2	86 1/4	86 1/2	+ 1/4
Reading	67 1/2	67 1/4	67 1/2	+ 1/4
Reading 1st P.	83 1/2	83 1/4	83 1/2	+ 1/4
Reading 2d P.	71 1/2	71 1/4	71 1/2	+ 1/4
Rep. Steel	17 1/2	17 1/4	17 1/2	+ 1/4
St. J. & G. I. 1st P.	67 1/2	67 1/4	67 1/2	+ 1/4
St. L. & S. F.	69 1/2	69 1/4	69 1/2	+ 1/4
St. L. South.	33 1/2	33 1/4	33 1/2	+ 1/4
St. L. South P.	70 1/2	70 1/4	70 1/2	+ 1/4
Southern Pac.	63 1/2	63 1/4	63 1/2	+ 1/4
Southern Ry.	37 1/2	37 1/4	37 1/2	+ 1/4
South. Ry. P.	96 1/2	96 1/4	96 1/2	+ 1/4
Tenn. C. & I.	64 1/2	64 1/4	64 1/2	+ 1/4
Texas Pacific	43 1/2	43 1/4	43 1/2	+ 1/4
Union Pacific	108 1/2	107 1/2	108 1/2	+ 1/2
U. S. Leather	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel	302 1/2	301 1/2	302 1/2	+ 1/2
U. S. Steel P.	30 1/2	30 1/4	30 1/2	+ 1/4
U. S. Steel 2d P.	70 1/2	70 1/4	70 1/2	+ 1/4
U. S. Steel 3d P.	30 1/2	30 1/4	30 1/2	+ 1/4
U. S. Steel 4th P.	134 1/2	134 1/4	134 1/2	+ 1/4
U. S. Steel 5th P.	100 1/2	100 1/4	100 1/2	+ 1/4
U. S. Steel 6th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 7th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 8th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 9th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 10th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 11th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 12th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 13th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 14th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 15th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 16th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 17th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 18th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 19th P.	124 1/2	124 1/4	124 1/2	+ 1/4
U. S. Steel 20th P.	124 1/2	124 1/4	124 1/2	+ 1/4

### Government Bonds.

Symbol	July 14	July 13	Chg.
U. S. 2 1/2, reg. 1899	107 1/2	107 1/2	0
U. S. 2 1/2, reg. 1907	107 1/2	107 1/2	0
U. S. 2 1/2, reg. 1915	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1918	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1925	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1927	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1928	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1929	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1930	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1931	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1932	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1933	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1934	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1935	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1936	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1937	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1938	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1939	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1940	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1941	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1942	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1943	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1944	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1945	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1946	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1947	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1948	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1949	106 1/2	106 1/2	0
U. S. 2 1/2, reg. 1950	106 1/2	106 1/2	0

### WASHINGTON STOCK MARKET

Symbol	July 14	July 13	Chg.
Capital Traction	106 1/2	106 1/2	0
Capital Traction P.	25 1/2	25 1/2	0
Capital Traction 2d P.	12 1/2	12 1/2	0
Capital Traction 3d P.	12 1/2	12 1/2	0
Capital Traction 4th P.	12 1/2	12 1/2	0
Capital Traction 5th P.	12 1/2	12 1/2	0
Capital Traction 6th P.	12 1/2	12 1/2	0
Capital Traction 7th P.	12 1/2	12 1/2	0
Capital Traction 8th P.	12 1/2	12 1/2	0
Capital Traction 9th P.	12 1/2	12 1/2	0
Capital Traction 10th P.	12 1/2	12 1/2	0
Capital Traction 11th P.	12 1/2	12 1/2	0
Capital Traction 12th P.	12 1/2	12 1/2	0
Capital Traction 13th P.	12 1/2	12 1/2	0
Capital Traction 14th P.	12 1/2	12 1/2	0
Capital Traction 15th P.	12 1/2	12 1/2	0
Capital Traction 16th P.	12 1/2	12 1/2	0
Capital Traction 17th P.	12 1/2	12 1/2	0
Capital Traction 18th P.	12 1/2	12 1/2	0
Capital Traction 19th P.	12 1/2	12 1/2	0
Capital Traction 20th P.	12 1/2	12 1/2	0

### MISCELLANEOUS BONDS.

Symbol	July 14	July 13	Chg.
Capital Traction R. R. Co.	106 1/2	106 1/2	0
Capital Traction R. R. Co. P.	25 1/2	25 1/2	0
Capital Traction R. R. Co. 2d P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 3d P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 4th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 5th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 6th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 7th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 8th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 9th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 10th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 11th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 12th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 13th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 14th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 15th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 16th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 17th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 18th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 19th P.	12 1/2	12 1/2	0
Capital Traction R. R. Co. 20th P.	12 1/2	12 1/2	0

### SALE DEPOSIT AND TRUST COMPANIES.

Symbol	July 14	July 13	Chg.
National Safe Deposit	106 1/2	106 1/2	0
National Safe Deposit P.	25 1/2	25 1/2	0
National Safe Deposit 2d P.	12 1/2	12 1/2	0
National Safe Deposit 3d P.	12 1/2	12 1/2	0
National Safe Deposit 4th P.	12 1/2	12 1/2	0
National Safe Deposit 5th P.	12 1/2	12 1/2	0
National Safe Deposit 6th P.	12 1/2	12 1/2	0
National Safe Deposit 7th P.	12 1/2	12 1/2	0
National Safe Deposit 8th P.	12 1/2	12 1/2	0
National Safe Deposit 9th P.	12 1/2	12 1/2	0
National Safe Deposit 10th P.	12 1/2	12 1/2	0
National Safe Deposit 11th P.	12 1/2	12 1/2	0
National Safe Deposit 12th P.	12 1/2	12 1/2	0
National Safe Deposit 13th P.	12 1/2	12 1/2	0
National Safe Deposit 14th P.	12 1/2	12 1/2	0
National Safe Deposit 15th P.	12 1/2	12 1/2	0
National Safe Deposit 16th P.	12 1/2	12 1/2	0
National Safe Deposit 17th P.	12 1/2	12 1/2	0
National Safe Deposit 18th P.	12 1/2	12 1/2	0
National Safe Deposit 19th P.	12 1/2	12 1/2	0
National Safe Deposit 20th P.	12 1/2	12 1/2	0